

# HENNESSEY VENOM GT

## HALO PROTOCOL · FACTORY-CENTRIC · CHASSIS TRUTH · BUILD RECORD

Compiled from public sources, the Hennessey Venom GT, its Model File and specialist review · Personal use only · v2.1

### WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around a Venom GT transaction. It replaces nothing. The Venom GT runs outside the normal range — THIRTEEN series cars plus prototypes — and its service world is unlike Bugatti's or GMA's: there is NO worldwide authorised network. The register classifies it FACTORY-CENTRIC SUPPORT: standard components (LS engine, Ricardo box, AP brakes, Michelin tyres) can be serviced by very experienced high-performance specialists — everything vehicle-specific (turbo system, ECU calibration, chassis integration, body) belongs in coordination with Hennessey in Sealy, Texas, where the cars were developed, built and are supported to this day. Not a specialist: the specialist. Without that verdict, do not touch the car.

### A · PROVENANCE & THE BUILD RECORD

- ☐ Identity first: which of the thirteen — build sheet, Hennessey documentation, original specification.
- ☐ Power stage established: which bhp stage, which ECU calibration, documented by whom.
- ☐ Later conversions and modifications listed — with Hennessey involvement or without.
- ☐ Record and development history verified where claimed — it moves the price.
- ☐ Engine build record: who built it, to what specification — the LS7 question answered by paper.
- ☐ Factory contact history: Sealy correspondence, work orders, support record.
- ☐ Ownership chain traced — thirteen cars have no anonymous history.
- ☐ Every document photographed for the collector dossier.

### B · THE INSPECTION · WITH THE SPECIALIST

- ☐ Chassis first: the modified Lotus tub — welds, subframes, measurement, corrosion, accident evidence.
- ☐ Cold start filmed: even idle, oil pressure, no smoke.
- ☐ Boost run under safe conditions: target/actual, wastegate behaviour, heat shielding intact.
- ☐ Compression and leakdown; fuel system inspected at this output level.
- ☐ Ricardo box: synchros, clutch, linkage, leaks.
- ☐ Suspension read against the LOAD: bearings, pickups, arms, dampers, geometry printout.
- ☐ CCM sighted: discs, pads, temperature traces.
- ☐ Electronics round: simple by design — all of it checked.
- ☐ Body panels and fit: the difficult parts shelf priced from what is seen.
- ☐ Track evidence read honestly: underbody, brakes, tyres.

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### C · SPECIALIST SCOPE (MINIMUM)

- ☐ A genuinely experienced high-performance specialist for the standard components — Hennessey coordination for everything vehicle-specific.
- ☐ ECU and calibration verified against the documented stage — no anonymous tunes.
- ☐ Turbo system assessed: boost integrity, oiling, heat management.
- ☐ Chassis measurement on any doubt — the tub is the value.
- ☐ Engine specification confirmed against the build record.
- ☐ Suspension geometry documented; bespoke components identified.
- ☐ Parts-sourcing reality check for any body or suspension need.
- ☐ PPI cost follows the car — budget at hypercar scale and obtain quotes, with Sealy in the loop.

### D · PRICE & INVESTIGATION ITEMS

*The LS base is the solved part: the price sits in the chassis, the build record, the turbo/ECU layer — and the thirteen-car provenance.*

- ☐ Any chassis finding: measured, documented, and priced with Hennessey's verdict.
- ☐ Undocumented power stages or anonymous tunes: priced as identity risk.
- ☐ Turbo or calibration findings: quoted via Sealy, not the local dyno shop.
- ☐ Body needs: the difficult shelf — sourced and priced realistically.
- ☐ Suspension bespoke parts: identified and quoted before purchase.
- ☐ Missing Hennessey documentation: a provenance hit at thirteen cars.
- ☐ Record-car premiums: only against verified history.
- ☐ Negotiate from the build record: stage, chassis, factory contact — never the top-speed legend.

### E · RED FLAGS · WALK-AWAY OR ESCALATION

- Chassis or subframe work without documentation.
- A power stage that no paper supports.
- Anonymous ECU work on a 1,400-bhp car.
- Modifications after delivery with no Hennessey coordination.
- Record claims without the history to prove them.
- A "GM known issue" narrative used to talk the price down — the build record answers it.
- A seller who resists the specialist-level inspection.
- A car whose findings cannot be named, quantified and priced.

### F · FIRST WEEK OF OWNERSHIP

- ☐ The build dossier archived: Hennessey record, chassis measurement, stage documentation, provenance file.
- ☐ The Sealy relationship established — Factory-Centric Support works through contact, not a network.
- ☐ A movement and storage regime set — thirteen cars deserve better than standing still.

*"The Venom GT is honest speed: a known V8, a proven box, one address in Texas. Buy the chassis, verify the stage, keep Sealy on speed dial — the legend is in the paperwork."*

*Deep dive: Supercar Models Paper 85 · Model File 85 · Owner's Intelligence series.*

### FINDINGS & NOTES